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1937



ANNUAL REPORT

OF THE

Medical Officer of Health

FOR THE

Dartmouth and Totnes
Port Sanitary Authority

DARTMOUTH

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DARTMOUTH & TOTNES
PORT SANITARY AUTHORITY.

Members:

A. T. CASELY, ESQ., Broadgates, Cornworthy.
J. DEANE, ESQ., Ashdeane, Galmpton.
G. H. MARSHALL, ESQ., Dartmouth.
J. W. THOMPSON, ESQ., Dartmouth.
F. SCARDIFIELD, ESQ., Dartmouth.
W. E. BOULTON, ESQ., Dartmouth.
M. F. TYLOR, ESQ., Dartmouth.
REV. T. G. WATT, Dittisham.
W. R. WEDLAKE, ESQ., Wiveton House, Kingswear.
CAPT. F. J. C. HOLDSWORTH, J.P., The Mount, Totnes.

Clerk: J. C. GARDNER, M.A., LL.B.

Medical Officer of Health:

W. H. GREEN, M.R.C.S., L.R.C.P., D.P.H.

Deputy Medical Officer:

W. R. WHITE-COOPER, M.B., M.R.C.S., L.R.C.P.

Sanitary Inspector:

A. M. W. CHAPMAN.

Annual Report of the Medical Officer of Health for the
Dartmouth and Totnes Port Sanitary Authority
for Year ending December 31st, 1937.

To the Chairman and Members.

GENTLEMEN,

In accordance with my statutory duties I have the honour to submit to you my 1st Annual Report for the year 1937.

The Port Sanitary District of Dartmouth and Totnes was constituted in the year 1888 by a Provisional Order of the Local Government Board.

In this Order the limits of jurisdiction are thus laid down.

The jurisdiction of the said Port Sanitary Authority shall extend to so much of the said Port of Dartmouth as lies between Totnes Bridge and a line drawn across the entrance to Dartmouth Harbour, from Blackstone Point to the Outer Froward Point, together with the waters of the said Port within such limits and the place or places for the time being appointed as the Customs' Boarding Station or Stations for such part of the said Port under any regulations for the prevention of the spread of disease issued under the Authority of the Statutes in that behalf, and the Docks, Basins, Harbours, Creeks, Rivers, Channels, Roads, Bays and Streams belonging to that part of the said Port for which such Authority is constituted as aforesaid.

The chief part of the work under the jurisdiction of this Authority is done at Dartmouth, and consist in examining vessels coming in from Foreign Ports to take bunker coal to enable them to proceed to their Discharging Port. Also steam and motor vessels carying coal from the North of England and the Welsh Ports to discharge at the Kingswear Jetty into trucks, to be carried to the neighbouring towns for house consumption, and to discharge into the hulks for bunkering purposes.

A few small vessels come into the Port to discharge merchandise, etc., from British Coast Towns. Very few come from Foreign Ports to discharge; these are chiefly timber ships from Norway and Sweden. Dartmouth is not what is called a Discharging Port. Also Excursion Steamers have been calling from the Channel Islands with excursionists. A Dutch liner, "Slamat," entered the port during 1937 with 319 tourists and stayed a few days.

A few small vessels proceed up the river to Totnes and Tuckenhay with coal, timber, slates and cider apples. All these vessels are inspected before they proceed up the river.

On the 1st January, 1937, there were 6 ships with a tonnage of 22,852 tons laid up in the area of the Authorities' jurisdiction. These have been reduced during the year by 4 vessels, with 7,548 tons, leaving only 2 vessels with 15,304 tons remaining in the Harbour. These vessels are in the hands of caretakers who are living on the ships with their wives and families. There has been no case of infectious disease, and very little ordinary sickness among these people.

The Discharging Quays in the Port are:—The Embankment, Dartmouth; The Jetty, Kingswear; The Quay, Tuckenhay; The Quay, Totnes; The Quay at Stoke Gabriel for the landing of passengers from River Steamers.

During the year 750 Steam and Motor Vessels have entered the Port from the various ports throughout the world, chiefly to take in bunker coal, showing a tonnage of 301,605 tons, a decrease from last year by 98 vessels, and an increase in tonnage by 13,304 tons. These vessels are chiefly from continental ports coming in for bunker coal and do not discharge cargo, only remaining a few hours.

The above figures do not include windbound vessels arriving in the port. These numbered 56 and had a tonnage of 5,555.

538 of these vessels were visited and inspected for sickness and sanitary defects by the Sanitary Inspector and myself. No case of infectious disease was found. 7 of the ships were found to be in a dirty insanitary state. 7 Informal Notices were issued and the defects remedied. No Statutory Notices were served. The ships as a whole were very clean and well kept, and everything appeared to be satisfactory.

I.—Amount of Shipping entering the Port during the year 1937.

TABLE A.

		No.	Ton nage	No. in- spected		No. re- ported to be de- fective	No. of Vessels on which defects were remedied	No. of Vessels reported as having had, during the Voyage Infectious Disease on board
				By M. O. H.	By S.J.			
Foreign	(Steamers	259	194377	36	186	4	4	0
	Motor	14	3172					
	Sailing	1	86					
	Fishing	9	195					
Total Foreign		283	197830	36	186	4	4	0
Coast- wise	(Steamers	129	78423	15	110	3	3	0
	Motor	329	25342					
	Sailing	0	0					
	Fishing	72	4622					
Total Coastwise		530	108387	15	110	3	3	0
Grand total Foreign and Coastwise		813	316217	51	538	7	7	0

II.—Character of Trade of Port.

TABLE B.

(a) Passenger Traffic during 1937. Total Passengers landed 928.

No. of Passengers	1st Class	2nd Class	3rd Class	Transmigrants
Inwards	319	—	596	—
Outward	319	—	596	—

(b) Cargo Traffic.

Principal Imports. Timber, Slates, Apples, Cider, Coal,
Cement and Manure.

Principal Exports. Sand (coastwise). Bunker Coal.

(c). Foreign Ports from which vessels arrive :

Scandinavia, Baltic, France and Mediterranean.

Sewer outfalls have been inspected and are still defective. Foreshores were found satisfactory, except small deposits of house refuse at Stoke Gabriel and Tuckenhay.

SOURCE OF WATER SUPPLY.

The Water Supply for the Port and for the Shipping is the Dartmouth Urban District Supply, and is taken to the ships in Water Boats, of which there are two under the constant supervision of the Sanitary Inspector. Their sanitary condition is good and they are cleaned out every six months.

PORT SANITARY REGULATIONS, 1933.

1. Vessels coming into the harbour are boarded by the Customs and Sanitary Inspector, and a declaration of the state of health of those on board is given on the Declaration of Health Form handed to the Master by the Pilot, by the Master of the Ship to the Customs or Sanitary Inspector, and if there is any sickness I am informed and immediately proceed to board the Ship, and make the necessary examination so as to prevent any delay to the Shipping.

2. As above.

3. Wireless is used by incoming vessels and picked up by the Coast Guard Station and sent on to the Shipping Agents if there is anything of special importance.

4. The Mooring Stations are any part of the Harbour below the Sandquay Ferry, but in case of infections the Ship would be moored to the Packet Buoys until relieved of the patients and suspects and contacts verified.

5. A Standing exemption for the purpose of Article 14 (i) has been given for small vessels going up the River to the Creeks and Totnes having on board a case of Tuberculosis or one of the commoner diseases such as Scarlet Fever or Measles, but in the case of the River Dart this exemption is quite unnecessary, as every vessel coming into the port has to drop Anchor and wait for the spring tides to take them up the River to Totnes. So these vessels are always dealt with before going up.

6. No trouble is experienced in the working of Article 16. If anyone goes on board the Ship I find that he makes no attempt to leave the ship until it has been cleared, especially if Flag Signal "Q" is flying.

7. (a) No premises or waiting rooms for medical examination; the work is done on the Ship.

(b) No provision for cleaning and disinfecting Ships beyond burning sulphur in infected cabins, etc. No provision for cleansing or disinfecting persons. Clothing and other articles can be disinfected in Town Disinfectors.

(c) No accommodation is provided for cleansing persons.

(d) The small unused Infectious Hospital at Dartmouth has been hired by the Port Sanitary Authority for cases of Plague, Cholera, Yellow Fever and Typhus. Cases of Small Pox would be sent to the County Small Pox Hospital at Upton Pines, Exeter. Ordinary Infectious Cases would be sent to the Isolation Hospital at Paignton. (At the time of writing section (d) is undergoing fresh consideration).

(e) Ambulance, nil. Has to be procured from Paignton or Torquay.

(f) Contacts residing locally would be supervised by the M.O.H., but contacts going afar would give the M.O.H. their names and destinations and the M.O.H. of the different localities would be notified of the circumstances.

8. The County Laboratory at Exeter.

9. The County Laboratory at Exeter.

10. None. The nearest Clinic is Exeter or Plymouth, but the ships do not remain long enough in the Port for either of the Clinics to be available.

11. The matter is left in the hands of the Shipping Agents.

TABLE C.

Cases of Infectious Diseases landed from Vessels.

Disease	No. of Cases during 1937		Average No. of Cases for previous five years	No. of Vessels concerned
	Passengers	Crew		
Enteric Fever	0	0	-	-
Scarlet Fever				

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the Voyage but disposed of before arrival.

Disease	No. of Cases during 1937		Average No. of Cases for previous five years	No. of Vessels concerned
	Passengers	Crew		
Nil	Nil	Nil	Nil	Nil

The following list gives the cases of sickness and injury found on ships inspected: —

Bronchitis	...	...	...	...	...	...	4
Sarcoma	...	...	...	...	...	...	1
Influenza	...	...	...	...	...	...	2
Gastritis	...	...	...	...	...	...	3
Injuries	...	...	...	...	...	...	6
Gonorrhoea	...	...	...	...	...	...	1
Diarrhoea	...	...	...	...	...	...	1
Whitlow	...	...	...	...	...	...	2
Neurasthenia	...	...	...	...	...	...	1
Salpingitis	...	...	...	...	...	...	1
Syphilis	...	...	...	...	...	...	1

MEASURES AGAINST RODENTS.

1. None
2. Mooring Rope Discs.
3. (a) None. (b) None.
4. None.
5. Nothing done

RATS AND MICE DESTRUCTION ACT OF 1919.

Nothing at present is done in this matter, as vessels come into the Port for bunker coal and only remain a few hours. They lie in mid stream, and being moored to the hulks, there is no communication with the shore, and proceed to sea immediately they have taken their coal, so there is very little opportunity for any rats to be destroyed, as Dartmouth is not a discharging Port and the vessels are chiefly loaded with cargo. Therefore, I can hardly advise the Authority to contemplate the acquisition of a costly plant for the purpose of pumping gas into the ships under the foregoing conditions, but cylinders of sulphur dioxide or tins of sulphur for burning in cases where it is possible to get at the rat runs are provided for use.

Dartmouth is not an Approved Port under the Alien's Order, 1920. Therefore there is no Medical Inspection of Aliens.

RATS DESTROYED DURING THE YEAR 1937.

TABLE E.

(i) On Vessels		Jan	Feb	Mar	Apr	My	June	July	Aug	Sept	Oct	Nov	Dec
No. of Rats													
Black)												
Brown													
Species not													
recorded													
Examined													
Infected)												
with Plague													

NIL

TABLE F.

(ii) In Docks, Quays, Wharves and Warehouses.		Jan	Feb	Mar	Apr	My	June	July	Aug	Sept	Oct	Nov	Dec
No. of Rats													
Black)												
Brown													
Species not													
recorded													
Examined													
Infected)												
with Plague													

NIL

TABLE G.

Measures of Rat Destruction on Plague "Infected" or "Suspected" Vessels, or Vessels from Plague Infected Ports arriving in the Port during the year 1837.

Total No. of such Vessels arriving	No. of such Vessels fumigated by S.O.2	No. of Rats killed	No. of Vessels fumigated by H.C.N.	No. of rats killed	No. of such Vessels on which Trapping, Poisoning, &c. were employed	No. of rats killed	No. of such Vessels on which measures of rat destruc- tion were not carried out
None	None	None	None	None	None	None	None

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates during the year 1937.

	No. of Ships	No. of Deratisation Certificates issued.				No. of Deratisation Exemption Certificates issued	Total Certificates issued
		After Fumigation with			After Trapping and Poisoning		
		H.C.N.	Sulpher	H.C.N. and Sulpher			
1	2	3	4	5	6	7	9
Ships up to 300 tons	None	None	None	None	None	None	None
“ from 301 “ to 1000 tons							
“ “ 1001 “ 3000 tons							
“ “ 3001 “ 10000 tons							
“ over 10000 tons							
Totals	None	None	None	None	None	None	None

HYGIENE OF CREWS.

TABLE J.

Classification of Nuisances.

Nationality of Vessel	No. inspected during the year	Defects of original construction	Structural defects through wear and tear	Dirt, Vermin and other condition prejudicial to health
British	300	0	6	0
Other Nations	238	0	4	0

FOOD INSPECTION.

1. No action has been taken under the Public Health (Imported Food) Regulations, 1925, the Public Health (Imported Food) Amendment Regulations, 1933; the Public Health (Imported Milk) Regulations, 1926; the Public Health (Preservatives, &c.) in Food Regulations, 1927; as no importation takes place.

2. There are no shell-fish beds or layings within the jurisdiction of the Port Sanitary Authority.

3. Number of samples of food examined by

(a) Bacteriologist None.

(b) Analyst None.

I have the honour to be, gentlemen,

Your obedient servant,

WILLIAM H. GREEN, M.R.C.S., D.P.H.,

Medical Officer of Health.



